

25X1A

For Release 2000/08/23 : CIA-RDP66B00664R000500050042-5

1733Z 20 DEC 64

TOP SECRET

DIRECTOR

25X1A

TS44A

PRIORITY

PRIORITY

IN 63821

TOR: 1733Z 20 DEC 64

25X1A

OPS 1-10 (CL)

25X1A

25X1A

PRIORITY

INFO

CITE

281

25X1A

FOR COL

25X1A

1. MSN 1344A WAS OFF ON TIME AND THE WX IN THE AREA OF INTEREST WAS CONSIDERABLY BETTER THAN BRIEFED. ALL EQUIPMENT OPERATED SATISFACTORY SO FAR AS CAN BE DETERMINED BY PILOT INDICATIONS AND POST FLIGHT CHECKS. THE ONLY WRITE UP ON LANDING WAS SOME SLOPPINESS IN AUTO PILOT. THE ACFT IS IN COMMISSION.

2. AS YOU PROBABLY AWARE THIS WAS [REDACTED] FIRST MSN AND 25X1A HE DID A GOOD JOB UNDER THE CIRCUMSTANCES. DUE TO DIFFICULT AREA FOR NAVIGATION AND SOME CLOUD COVER OVER EXTREME EASTERN END OF ROUTE PILOT TURNED SHORT OF POINT K AND FLT LINES K TO L, M TO N AND APPROX ONE THIRD OF O TO P WAS NOT COVERED AS BRIEFED. FORTUNATELY K TO L WAS COVERED ON [REDACTED] ROUTE 25X1A FLOWN ON SECOND SORTIE.

THEREFORE ONLY ONE FLIGHT LINE AND A SMALL PORTION OF ANOTHER WAS NOT COVERED. WX AND NAVIGATION WAS GOOD OVER MOST OF REMAINDER OF THE AREA AND THE COVERAGE WAS MUCH BETTER

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25X1A

T O P S E C R E T

██████████ 281 (IN 63821)

PAGE TWO

THAN ANTICIPATED AT WX BRIEFING. PILOT ESTIMATES APPROX
70 TO 75 PER CENT COVERAGE. FEEL CONFIDENT ██████████ IS GOING 25X1A
TO MAKE US A GOOD PILOT.

25X1A

3. BELIEVE THIS MSN SHOULD WRAP UP ██████████ AND WE'LL
BE BUSILY ENGAGED IN PACKING UP SUPPLIES AND EQUIPMENT ON 21
DEC UNLESS ADVISED OTHERWISE. WE PROPOSE TO DEPART ON C-130
AT 22/0230Z WITH ALL PERSONNEL EXCEPT 4 MAN CARETAKER TEAM.
PROPOSE TO LAUNCH FERRY FLIGHT TO ██████████ AT 21/0130Z. 25X1A

4. ON BEHALF OF ENTIRE DET WISH TO EXPRESS OUR SINCERE
APPRECIATION FOR THE OBVIOUS EFFORTS MADE ON PART OF YOURSELF
AND STAFF TO RETURN PERSONNEL HOME BEFORE XMAS.

END OF MESSAGE

T O P S E C R E T

CLASSIFIED MESSAGE

DATE 2112Z 20 DEC 64

TOP SECRET

ROUTING			
1	IDEA	9	DD/P
2	CC	10	C/EE
3	PLANS	11	
4	DEA	12	
5	MD	13	
6	SS	14	
7	SP	15	
8	RD	16	

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

PRIORITY

TOR: 2233Z 20 DEC 64

25X1A

IN 63829

TO [REDACTED] INFO [REDACTED] CITE [REDACTED] 25X1A
[REDACTED] 25X1A
REF [REDACTED] 9875 25X1A

25X1A 1. [REDACTED] DOES NOT KNOW PERSONNEL TRANSPORTATION PLANS OR
25X1A ITINERARY FROM [REDACTED] TO [REDACTED] BUT ASSUMES C-130 NBR 6518, ACFT 25X1A
25X1A CMDR [REDACTED], PRESENTLY AT [REDACTED] WILL BE USED WHILE ENROUTE 25X1A
25X1A [REDACTED] WITH T344A TAKE (IF ACCOMPLISHED).
2. PACAF CONCURS PERSONNEL LIFT TO [REDACTED] AND EQUIPMENT AND 25X1A
25X1A AUTO PILOT TECH LIFT TO [REDACTED] WHILE ENROUTE TO [REDACTED] NO 25X1A
FURTHER PACAF ACTION REQUIRED IF ACCOMPLISHED IN THAT ORDER.
HOWEVER, IF EQUIPMENT IS LIFTED TO [REDACTED] AFTER ARRIVAL [REDACTED] 25X1A
PACAF APPROVES, BUT REQUESTS ADVISE ASAP AS PACAF MUST ADVISE 25X1A
25X1A [REDACTED] AND 315AD OF ADDITIONAL LEG REQUIREMENT,

END OF MESSAGE

TOP SECRET

1937Z 20 DEC 64

SECRET

DIRECTOR

25X1A

T344A

ROUTINE

OPS 1-12

FOR: 2204Z 20 DEC 64

25X1A

IN 63828

25X1A

25X1A

254

A. T344A

B. 42/06/33/20

C. 119/100/25/17

(1) SR 9J-46-4000/32-28-30-5-4/3L 9J-46-4000/14-17-6-4

(2) 15/D7/10/150/MINUS BLUE EXT.

(3) 1970/1970

(4) V-2000455Z/STBY-200134Z/OFF-200735Z

(5) [REDACTED] /OHL 25X1A

(6) 35/3

(7) 79713/31503

(8) 75 PER CENT CLEAR/LIGHT - 10 PER CENT MODERATE

(9) NONE/SATISFACTORY

D. NO APPARENT DISCREPANCY

END OF MESSAGE

SECRET

25X1A

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Approved For Release 2000/08/23 : CIA-RDP66B00664R000500050042-5

1242Z 20 DEC 64

TOP SECRET

DIRECTOR

25X1A

IMMEDIATE

T344A

TOR: 1343Z 20 DEC 64

25X1A

25X1A

25X1A

IMMEDIATE

277

25X1A

A. T344A

B. SEE

25X1A

C. ROUTE SUMMARY:

PT C ON 0455A 1

PT J ON 0533Z 1 8 LEFT

PT O PLUS 60 SEE REMARKS BELOW 0622Z 3

PT P PLUS 8 ON 0625Z 5

PT Q PLUS 90 ON 0644Z 1

PT U PLUS 8 ON 0706Z 3

X MINUS 34 ON 0733Z 2

PT Z OFF 0755Z 1

D. DRIVER BELIEVES HE TURNED SHORT AT J PRIME AND MISSED
FLT LINE K TO L, M TO N AND ONE HALF OF Q TO P. BELIEVES HE
WAS BACK ON TRACK AT Q PLUS 60. THIS WAS DUE TO VERY DIFFICULT
AREA FOR NAVIGATION AND CLOUD COVER OVER PORTION OF THIS AREA.

END OF MESSAGE

SECRET

1	
2	
3	
4	
5	
6	
7	
8	

ROUTINE

IN 63624

TOR: 1951Z 20 DEC 64

25X1A

25X1A

25X1A

INFO

CITE

205

25X1A

- A. 2344A
- B. 359
- C. 30 DEC, 6 PLUS 25
- D. KWMARK 3, 30, 33, 34
- E. AUTOPILOT SLOPPY
- F. NONE
- G. NONE

END OF MESSAGE

GROUP 1
EXCLUDED FROM AUTOD

DATE 1250Z 20 DEC 64

TOP SECRET

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

PRIORITY

IN 63821

TOR: 1733Z 20 DEC 64

25X1A

OPS 1-10 (CL)

25X1A

25X1A

PRIORITY [REDACTED]

INFO [REDACTED]

ONE [REDACTED]

81

25X1A

1. MSN T344A WAS OFF ON TIME AND THE WX IN THE AREA OF INTEREST WAS CONSIDERABLY BETTER THAN BRIEFED. ALL EQUIPMENT OPERATED SATISFACTORY SO FAR AS CAN BE DETERMINED BY PILOT INDICATIONS AND POST FLIGHT CHECKS. THE ONLY WRITE UP ON LANDING WAS SOME SLOPPINESS IN AUTO PILOT. THE ACFT IS IN COMMISSION.

2. AS YOU PROBABLY AWARE THIS WAS [REDACTED]'S FIRST MSN AND 25X1A HE DID A GOOD JOB UNDER THE CIRCUMSTANCES. DUE TO DIFFICULT AREA FOR NAVIGATION AND SOME CLOUD COVER OVER EXTREME EASTERN END OF ROUTE PILOT TURNED SHORT OF POINT K AND FLT LINES K TO L, M TO N AND APPROX ONE THIRD OF O TO P WAS NOT COVERED AS BRIEFED. FORTUNATELY K TO L WAS COVERED ON [REDACTED] ROUTE 25X1A FLOWN ON SECOND SORTIE.

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T O P S E C R E T

KWCOCOA 281 (IN 63821)

PAGE TWO

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70 TO 75 PER CENT COVERAGE. FEEL CONFIDENT [REDACTED] IS GOING 25X1A
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BE BUSILY ENGAGED IN PACKING UP SUPPLIES AND EQUIPMENT ON 21
DEC UNLESS ADVISED OTHERWISE. WE PROPOSE TO DEPART ON C-130
AT 22/0230Z WITH ALL PERSONNEL EXCEPT 4 MAN CARETAKER TEAM.
PROPOSE TO LAUNCH FERRY FLIGHT TO [REDACTED] AT 21/0130Z. 25X1A

4. ON BEHALF OF ENTIRE DET WISH TO EXPRESS OUR SINCERE
APPRECIATION FOR THE OBVIOUS EFFORTS MADE ON PART OF YOURSELF
AND STAFF TO RETURN PERSONNEL HOME BEFORE XMAS.

END OF MESSAGE

T O P S E C R E T

25X1D

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1347Z 20 DEC 64

TOP SECRET

DIRECTOR

ILLEGIB

IMMEDIATE

T344A

1217Z 20 DEC 64

IN 63805

25X1A

OP. S. 1-10R14

25X1A

271

25X1A

PART 2

A. T344A

25X1A

A. [REDACTED], 20/0935Z

C. 16376 PLUS 09

D. MISSION SUCCESSFUL. NAV GOOD. WEATHER BETTER THAN BRIEFED.

E. REMARKS: PROBABLE MILITARY INSTALLATION AT 2917N 8851E.

THIS IS SOUTH OF SMALL TOWN AT THIS LOCATION. PROBABLE MILITARY
INSTALLATION AT GYANGTSE 2858N 8932E. POSSIBLE DIRT LANDING STRIP
RUNNING NW-SE 5000 FT LONG 300 FT WIDE AT 2855N 8939E. HEAVY
GRADING CONSTRUCTION IN PROGRESS 2-3 MILES NORTH OF LHASA. APPEARS
TO BE HUGE CANAL SYSTEM BUT DWR UNCERTAIN. POSSIBLE AIRFIELD
WITH TWO RUNWAYS OF 8000 TO 10,000 FT LENGTH AT 3826N 9103E. NO
ACFT OBSERVED.

END OF MESSAGE

TOP SECRET

DATE 1214Z 20 DEC 64

SECRET

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

PRIORITY

T344A

TOR 1145Z 20 DEC 64

25X1A

25X1A

OPS 1-1021K

IN 63797

25X1A

TO PRIORITY [REDACTED]

INFO [REDACTED]

CITE [REDACTED] 270

25X1A

1344A/200330Z/359

25X1A

25X1A NOT APPLICABLE

25X1A NOT APPLICABLE

1. 3

25X1A OPERATION NORMAL

1. 14/15/NS/NS

25X1A OPERATION NORMAL

1. 403

25X1A OPERATION NORMAL

NOT APPLICABLE

25X1A

S E C R E T

270 IN 63797

PAGE TWO

36

NOT APPLICABLE

RADIO AND NAV AIDS:

25X1A OPERATION NORMAL

OPERATION NORMAL

END OF MESSAGE

S E C R E T

FORM 104
1-63

USE
EDITIONS

CLASSIFIED MESSAGE

ROUTING

DATE 1003Z 20 DEC 64

TOP SECRET

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

IMMEDIATE

IN 63788

TOR 1018Z 20 DEC 64

T344A

OPS 1-10 Mem

TO [REDACTED]

25X1A

CITE [REDACTED] 268

25X1A

PART 1

A. T344A

B. [REDACTED] 20/0955Z

25X1A

END OF MSG

GROUP 1
EXCLUDED FROM AUTO-
DECLASSIFICATION

0330Z 20 DEC 64

TOP SECRET

TO : DIRECTOR

FROM : [REDACTED] 25X1A

SUBJECT:

INFO :

TOP 0405Z 20 DEC 64

25X1A

TO

[REDACTED]

CITE

262

25X1A

A. T344A

25X1A

L. [REDACTED] 20/0330Z

C. NONE

END OF MSG

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

IMMEDIATE

IN 63754

OPS-1-10

T344A